

THE BOULEVARDS.

Reconstruction of the Map of the Metropolis.

Comptroller Green's Report on the Laying Out of the City of New York.

The Grand Drive Extending from the Park to Kingsbridge.

Plan of the City North of Manhattanville.

Washington Heights and the Future West End.

The Future City of New York, with its Parks, Boulevards and Suburbs.

It has been a striking characteristic of the cities of this country that they have been built without much regard to the great advantages to be derived from their rural surroundings. Wooded suburbs, shaded roads and ornamental parks, such as give to much attractiveness and picturesque beauty to the towns and the cities of the old country, have been too much neglected with us. The war which the early settlers made upon the forest, and which caused every tree to be looked upon, like the Indian, as an enemy to civilization, has perpetuated its results in the naked aspect of our towns, with their prevailing array of methodical quadrangles, without interest and without beauty.

of James Gordon Bennett, whose plan is to the height of 221 feet, and is the highest point of land on Manhattan Island. Near this are the remains of Fort Washington, which, with several other fortifications, were built by the British in 1776, and were destroyed by the British in 1776. It was here that the British, in his plan of reconstruction, proposed to build a bridge over the Spuyten Duyck, and to call it the early bridge, was proposed about the same date. From this road public ways occasionally diverge transversely, and frequently private ways are scattered over the territory.

There are now not far from three hundred and fifty houses on this territory, some of them country residences, and some of them one hundred and twenty of these buildings would stand in the streets and avenues of the old, rectangular plan were carried out. The present plan, generally has a frontage on either side of the river, or on the Kingsbridge road; the larger tracts are generally on the river side. The southern part of the territory is a strip of land, bounded by the river on the south, and by the Kingsbridge road on the north. The existing irregularities of this part of the island, and the irregularities of the river, are among the characteristics that have, during the past century, retarded the progress of the city. The irregularities of the city, the occupants of the beautiful tracts that now adorn these grounds are watching with interest the progress of the city, and are anxious to see the plan of reconstruction carried out.

It is for the Board to determine which portion of the proposed plan is to be carried out. In this the law greatly aids us by placing special restrictions upon the main drive from the north end of the Sixth Avenue, and down along the Hudson river side of the city, to the entrance to the Park at Fifty-ninth street and Eighth Avenue.

means follows that all the streets laid out on the plan are to be worked immediately. There are, however, a hundred miles of streets now on the plan of the city, and it is not possible to work them all at once. It would be unwise to exercise the power of opening and working streets before they are needed; the owners of the property, and the city, should be allowed to pay the necessary expenses, and the city should be allowed to take the necessary steps to secure the necessary funds. The owners of adjacent property may be allowed to take the necessary steps to secure the necessary funds. The owners of adjacent property may be allowed to take the necessary steps to secure the necessary funds.

All these roads, streets, squares and places that are ultimately to exist, should be indicated in lines and grades comprehensive plan, and put on file, to be afterwards opened and worked as the city grows. The city should be allowed to take the necessary steps to secure the necessary funds. The owners of adjacent property may be allowed to take the necessary steps to secure the necessary funds.

The Board of Commissioners has already been opened, and the plan of reconstruction is being carried out. The Board of Commissioners has already been opened, and the plan of reconstruction is being carried out. The Board of Commissioners has already been opened, and the plan of reconstruction is being carried out.

SERVICES YESTERDAY.

Dedication of the New M. E. Church on Lexington Avenue.

The dedicatory services of the new edifice situated on Lexington Avenue, at the corner of Fifty-second street, were held yesterday afternoon. The services were conducted by the Rev. C. S. Smith, pastor of the church, and were attended by a large number of the congregation. The church is a fine specimen of modern architecture, and is well adapted for the purposes of a place of worship.

God in His mercy has done all to save His people. What have we done for ourselves? Though it is more than eighteen hundred years since the church was first established on earth, but little progress, comparatively speaking, towards evangelization has been made. Take the case of our own country, for instance. In New York City, with all her churches and ministry, there are not hundred and fifty thousand hearers. They are not hundred and fifty thousand hearers. They are not hundred and fifty thousand hearers. They are not hundred and fifty thousand hearers.

The French School Ship Jean Bart arrived at Newport today. The ship is a fine specimen of modern architecture, and is well adapted for the purposes of a place of worship. The ship is a fine specimen of modern architecture, and is well adapted for the purposes of a place of worship.

SHIPPING NEWS.

Port of New York, May 27, 1866.

ARRIVED. Steamship City of Boston (Br.), Liverpool May 16. Steamship City of New York (Br.), New York May 16. Steamship City of New York (Br.), New York May 16.

DEPARTED. Steamship City of Boston (Br.), Liverpool May 16. Steamship City of New York (Br.), New York May 16. Steamship City of New York (Br.), New York May 16.

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MISCELLANEOUS.

A Superior Assortment of English Royal.

A superior assortment of English Royal, consisting of various styles of hats, caps, and bonnets, is now on hand at the store of J. W. & Co., 100 Broadway, New York.

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DEVELOPMENT OF NEW YORK CITY.

The city of New York presents, in the district below Canal street, the first, or accidental, arrangement of its thoroughfares. It was based merely upon the direction of the old ferry lines, and the crooked and narrow lanes growing out of the pathways, and throughout established for the accommodation of the limited wants of colonial times. These streets had little regard to grades, and still less reference to regularity. As the city has grown from Canal street to Union square, and from Madison square to the Park, the requirements of a great city have been more carefully kept in view, and the shape and regulation of the streets, as well as the style of the buildings, has been very actively considered.

THE NEW MAP OF WASHINGTON HEIGHTS.

It will not be expected that I should go much into the details of the new map of Washington Heights. That can be made better shown in a plan than in a description. The plan shows a general idea of all that can be prevented with utility, and further investigation furnishes the necessary information. The plan shows a general idea of all that can be prevented with utility, and further investigation furnishes the necessary information.

THE HEAVY BUSINESS TRAFFIC.

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